

**Policy 01-2017**

**WHEREAS:**

the APBC currently addresses all members as either "brother" or "sister", while there may be a member who may not classify them-self into one of these gender binary titles

**THEREFORE BE IT RESOLVED:**

that the APBC be proactive in adopting and using another term in addressing the individual or the membership as a whole.

Submitted by: Keith Moraes

Seconded by: Stephen Boley

Carried

Defeated

**Policy 02-2017**

**WHEREAS:**

Our Union has grown in both membership size and Union Officer workload;

**AND WHEREAS:**

Currently, our Union primarily relies on elected Officers to execute all union business;

**AND WHEREAS:**

The cost of Union leave for Union Officers is increasing.

**THEREFORE BE IT RESOLVED:**

New Policy 1.20 be implemented, which says:

That CUPE 873 form a Committee which will review the possible implementation of paid 'Business Agent' positions within our Union. The Committee will research the possible roles, prerequisites, cost, funding sources and possible benefit of such positions. The Committee will also examine how Business Agents can be incorporated into our Union Officer structure, and how such incorporation will result in a change in roles or responsibilities for elected Union Officers.

The Committee will be responsible for producing a comprehensive report, which will detail their findings on the above points, and makes a recommendation to either proceed with the implementation of Business Agent positions, or not.

This report is to be finalized no later than May 31, 2018, for presentation to the Provincial Executive Board's (PEB) regular June meeting. This report will also be distributed to the Union membership.

If the recommendation is to proceed with the implementation of Business Agent positions, and the PEB concurs, then resolutions to create such positions will be drafted and submitted for debate at Convention 2018.

Submitted By: Cameron Eby

Seconded By: Dave Deines

Carried

Defeated

**Policy 03-2017**

**WHEREAS:**

There is a desire to increase the public image of the Ambulance Paramedics of British Columbia. Volunteering strengthens ties to communities, and allows for members across the province to engage and interact with the public in a positive manner.

**AND WHEREAS:**

Other emergency services routinely collect donations for charitable organizations, with great success.

**THEREFORE BE IT RESOLVED:**

That the APBC create a benevolent fund, with all collected monies being donated to a worthwhile cause such as the BC Children's Hospital.

Submitted By: Sarah Patch

Seconded By: Joshua Henshaw

Carried

Defeated

**Policy 04-2017**

**WHEREAS:**

many jurisdictions in Canada, including British Columbia, have moved or are moving towards banning union and corporate donations to political parties;

**AND WHEREAS:**

Unions across Canada should be leading progressive movements rather than waiting to follow the lead of politicians;

**THEREFORE BE IT RESOLVED:**

that CUPE 873 adopts a strict policy of banning all direct and indirect contributions to political parties.

Submitted By: Josh Henshaw

Seconded By: Sarah Patch

Carried

Defeated

**Policy 05-2017**

**WHEREAS:**

Our members see inclusion in the Fire and Police Services Collective Bargaining Act as a means to securing fairness in bargaining;

**AND WHEREAS:**

An unprecedented number of our members supported and participated in the Initiatives Act petition to amend the Fire and Police Services Collective Bargaining Act to include public sector ambulance paramedics and dispatchers;

**AND WHEREAS:**

Premier John Horgan signed the petition;

**AND WHEREAS:**

MLA Andrew Weaver introduced the amendment as a Bill in the legislature;

**AND WHEREAS:**

Premier John Horgan and MLA Andrew Weaver hold a balance of power in the legislature:

**THEREFORE BE IT RESOLVED:**

that CUPE 873 adopts a policy to pursue an amendment of the Fire and Police Services Collective Bargaining Act to include public sector ambulance paramedics and dispatchers, beginning with a formal request of Premier Horgan to re-introduce MLA Andrew Weaver's previous bill at the earliest convenience of the legislature.

Submitted By: Josh Henshaw

Seconded By: Sarah Patch

Carried

Defeated

**Policy 06-2017**

**WHEREAS:**

The scientific consensus is that the Earth's climate system is unequivocally warming, and that it is *extremely likely* (i.e., >95% probability) that this warming is predominantly human caused.<sup>1</sup>

**AND WHEREAS:**

It is estimated by Environment and Climate Change Canada that the transportation sector makes up 24% of our greenhouse gas emissions

**AND WHEREAS:**

The cost to power a vehicle with electricity is 25% of the cost to power a vehicle with gas, and that the cost of maintaining an electric vehicle is 70% of maintaining a gas-powered vehicle.<sup>2</sup>

**AND WHEREAS:**

The gas-powered vehicles used by superintendents could be replaced with affordable mass market EVs, without any concern of impeding their work.

**AND WHEREAS:**

New long range electric vehicles and plug in hybrid vehicles are now available for a similar or lesser price than that of the existing superintendent vehicles, once the government incentive for electric vehicles is taken into consideration.

**THEREFORE BE IT RESOLVED THAT:**

CUPE 873 will lobby the employer to commit to ensuring that all new leases or purchases for superintendent vehicles be for zero-emission vehicles or plug-in hybrid vehicles.

Submitted By: David Hollingworth

Seconded By: Christopher Iregui

Carried

Defeated

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<sup>1</sup> <https://climate.nasa.gov/scientific-consensus/>

<sup>2</sup> <https://www.bchydro.com/powersmart/electric-vehicles/owning-an-electric-vehicle/costs.html>

## **Policy 07-2017**

### **WHEREAS:**

The replacement of gas vehicles with their electric counterparts is a key component to solving the global climate crisis which is now well understood to be jeopardizing all future generations in addition to our own.

### **AND WHEREAS:**

The cost to power a vehicle with electricity is 25% of the cost to power a vehicle with gas, and that the costs of maintaining an electric vehicle is 70% that of a gas-powered vehicle, and that fuel savings alone would equate to more than \$1M / year should the entire BCEHS lower mainland ambulance fleet be replaced with electric ambulances.<sup>3</sup>

### **AND WHEREAS:**

The life expectancy of an EV motor is more than two million km of trouble-free motoring compared to the life expectancy of 320,000 km for an internal combustion engine.<sup>4</sup>

### **AND WHEREAS:**

The American Lung Association estimated the health costs associated with vehicle emissions within just 10 of the United States to be over \$24 billion for 2015, and that the International Agency on Cancer and the Environmental Protection Agency both agree that diesel exhaust and benzene in gasoline are known carcinogens.

### **AND WHEREAS:**

Ambulances are often left idling in front of stations and emergency departments to maintain the demands of the heating, cooling and electrical systems, exposing our members and patients to harmful emissions. We are also exposed to benzene in gasoline on a daily basis while fulfilling the duty of fuelling our vehicles.

### **AND WHEREAS:**

Hospitals were amongst the earliest organizations to ban the smoking of tobacco<sup>5</sup>, and are currently very diligent in posting the non-smoking aspect of their properties, and that this evidence would suggest that the ambulance service would be in a unique position to be of the first organizations to pursue the adoption of electric vehicles that are better for the environment and peoples health.

### **AND WHEREAS:**

Station 248 has six hospitals within a driving distance of 10 km.

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<sup>3</sup> Based on entries in the fuel log for an ambulance operating out of Vancouver's downtown core, the yearly cost for fuelling this vehicle that operates days and nights is approximately \$27,657. Multiplied by the 84 ( 67 day and night ambulances + 34 day time only ambulances divided by two as they are day time only) to get the total yearly estimate for fuel for ambulances in the lower mainland of \$1,382,850. Using BChydro savings of 75% for switching to electric, 25% of \$1,382,850 is \$345,712. Total savings of \$1,037,138 / year in fuel alone.

<sup>4</sup><https://www.bchydro.com/powersmart/electric-vehicles/owning-an-electric-vehicle/costs.html>

<sup>5</sup><https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448226/>

**AND WHEREAS:**

Estimates show the average distance travelled between potential charging locations (namely stations and hospitals) by an ambulance operating out of Station 248 is eight km.

**AND WHEREAS:**

The least expensive of the passenger EVs now offer a range of 173km, which would enable the vehicle to travel back and forth between any of Vancouver General Hospital, Mount Saint Joseph's Hospital, Saint Paul's Hospital, and Station 248 16 times (32 one-way trips) without requiring charging.

**AND WHEREAS:**

It is estimated that, on average, ambulances operating out of Station 248 spend 37 minutes at a potential charging site and 45 minutes away from potential charging sites while on a call.

**AND WHEREAS:**

Pilot projects are already underway for vehicles capable of carrying heavy loads with significant electrical demands (e.g., electric garbage trucks and electric buses).

**AND WHEREAS**

Considering all of the above, an electric ambulance trial operating out of Station 248 is highly feasible, especially if it was to operate on a Bravo or Bravo/Charlie pattern whereby the ambulance would be fully charged at the beginning of every shift.

**THEREFORE BE RESOLVED THAT:**

CUPE 873 will lobby the employer and other key players to implement and/or participate in an electric ambulance pilot project. Furthermore, we will request they do so with the same degree of urgency that the climate crisis requires of all levels of government, business, and society, and with the goal of exemplifying how organizations can be key contributors to the solution of the climate crisis and can reap financial rewards and improve a working environment in doing so. We will also request the employer regularly reevaluate the e-ambulance trial with the intention of expanding the e-ambulance fleet.

Submitted By: David Hollingworth

Seconded By: Christopher Iregui

Carried

Defeated

## **Policy 08 - 2017**

### **WHEREAS:**

The scientific consensus is that the Earth's climate system is unequivocally warming, and that it is *extremely likely* (i.e., >95% probability) that this warming is predominantly human caused.<sup>6</sup>

### **AND WHEREAS:**

Climate change is responsible for an increase in natural disasters and extreme weather<sup>7</sup> events such as flooding, wild fires, heat waves, and super storms, and these events make the work of paramedics more difficult and less safe.

### **AND WHEREAS:**

If climate change continues unabated there will be further acidification of the ocean<sup>8</sup>, collapse of fisheries, more drought, and climate refugees<sup>9</sup>. All of which will jeopardize the well-being of future generations more so than our own.

### **AND WHEREAS:**

Environment and Climate Change Canada estimate that the transportation sector makes up 24% of our greenhouse gas emissions.

### **AND WHEREAS:**

The cost to power a vehicle with electricity is 25% of the cost to power a vehicle with gas, and that the cost of maintaining an electric vehicle is 70% of maintaining a gas-powered vehicle.<sup>10</sup>

### **AND WHEREAS:**

The American Lung Association estimated the health costs associated with vehicle emissions within just 10 of the United States to be over \$24 billion for 2015, and that the International Agency on Cancer and the Environmental Protection Agency both agree that diesel exhaust and benzene in gasoline are known carcinogens.

### **THEREFORE BE IT RESOLVED THAT:**

CUPE 873 lobby the employer to sign the West Coast Electric Fleet Pledge. This will ensure that BC Emergency Health Services (BCEHS) continue its efforts to reduce its organizational carbon footprint through the adaptation of electric vehicles. Furthermore, it will allow BCEHS to access free suitability assessments that indicate which vehicles could be replaced by electric vehicles in our fleet, and give BCEHS access to provincial infrastructure incentives such as electric vehicle charging stations

Submitted By: David Hollingworth

Seconded By: Christopher Iregui

Carried

Defeated

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<sup>6</sup> <https://climate.nasa.gov/scientific-consensus/>

<sup>7</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/impacts.html>

<sup>8</sup> [https://en.wikipedia.org/wiki/Ocean\\_acidification](https://en.wikipedia.org/wiki/Ocean_acidification)

<sup>9</sup> [https://en.wikipedia.org/wiki/Environmental\\_migrant](https://en.wikipedia.org/wiki/Environmental_migrant)

<sup>10</sup> <https://www.bchydro.com/powersmart/electric-vehicles/owning-an-electric-vehicle/costs.html>

## **Policy 09-2017**

### **WHEREAS:**

The vast majority of paramedics drive personal vehicles to work.

### **AND WHEREAS:**

The cost to power a vehicle with electricity is 25% of the cost to power a vehicle with gas, and that the cost of maintaining an electric vehicle is 70% of maintaining a gas-powered vehicle.<sup>11</sup>

### **AND WHEREAS:**

The adoption of electric vehicles is an effective way to reduce the collective carbon footprint of British Columbians, and climate change is a global crisis requiring action from all levels of government, business, and society.

### **AND WHEREAS:**

People who have access to workplace charging are six times more likely to drive an electric vehicle.<sup>12</sup>

### **AND WHEREAS:**

At many ambulance stations the infrastructure for 120-volt electric vehicle charging already exists, and the employer could implement official employee EV charging spaces at minimal cost, by creating the necessary policy, procedure, and signage.

### **AND WHEREAS:**

The cost to charge an electric vehicle on a 120-volt system is comparable to that of operating a block heater, a service that is already provided to some paramedics by the employer.

### **THEREFORE BE IT RESOLVED THAT:**

CUPE 873 will explain the benefits of workplace charging to the employer, and request the employer implement 120-volt electric vehicle charging at all staff parking locations that already have the necessary infrastructure by creating clear policy, procedure, and signage, and look to create similar electric vehicle charging infrastructure for staff at stations where it does not currently exist.

Submitted By: David Hollingworth

Seconded By: Christopher Iregui

Carried

Defeated

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<sup>11</sup><https://www.bchydro.com/powersmart/electric-vehicles/owning-an-electric-vehicle/costs.html>

<sup>12</sup>[https://energy.gov/sites/prod/files/2017/01/f34/WPCC\\_2016%20Annual%20Progress%20Report.pdf?platform=hootsuite](https://energy.gov/sites/prod/files/2017/01/f34/WPCC_2016%20Annual%20Progress%20Report.pdf?platform=hootsuite)

## **Policy 10-2017**

### **WHEREAS:**

The scientific consensus is that the Earth's climate system is unequivocally warming, and that it is *extremely likely* (i.e., >95% probability) that this warming is predominantly human caused.<sup>13</sup>

### **AND WHEREAS:**

Climate change is responsible for an increase in natural disasters and extreme weather<sup>14</sup> events such as flooding, wild fires, heat waves, and super storms, and these events make the work of paramedics more difficult and less safe.

### **AND WHEREAS:**

If climate change continues unabated there will be further acidification of the ocean<sup>15</sup>, collapse of fisheries, more drought, and climate refugees<sup>16</sup>. All of which will jeopardize the well-being of future generations more so than our own.

### **AND WHEREAS:**

The American Lung Association estimated the health costs associated with vehicle emissions within just 10 of the United States to be over \$24 billion for 2015, and that the International Agency on Cancer and the Environmental Protection Agency both agree that diesel exhaust and benzene in gasoline are known carcinogens.

### **AND WHEREAS:**

Ambulances are often left idling in front of stations and emergency departments to maintain the demands of the heating, cooling and electrical systems, exposing our members and patients to harmful emissions. We are also exposed to benzene in gasoline on a daily basis while fulfilling the duty of fuelling our vehicles.

### **AND WHEREAS:**

Hospitals were amongst the earliest organizations to ban the smoking of tobacco<sup>17</sup>, and are currently very diligent in posting the non-smoking aspect of their properties, and that this evidence would suggest that the ambulance service would be in a unique position to be of the first organizations to pursue the adoption of electric vehicles that are better for the environment and peoples health.

### **THEREFORE BE IT RESOLVED:**

CUPE 873 recognizes the scientific consensus that the Earth's climate system is unequivocally warming, and that it is *extremely likely* (i.e., >95% probability) that this warming is predominantly human caused. Furthermore climate change is responsible for an increase in natural disasters and extreme weather events such as flooding, wild fires, heat waves, and super storms, and these events make the work of paramedics more difficult and less safe. CUPE 873 also recognizes if climate change continues unabated there will be further acidification of the ocean, collapse of fisheries, more drought, and climate refugees. All of which will jeopardize the well-

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<sup>13</sup> <https://climate.nasa.gov/scientific-consensus/>

<sup>14</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/impacts.html>

<sup>15</sup> [https://en.wikipedia.org/wiki/Ocean\\_acidification](https://en.wikipedia.org/wiki/Ocean_acidification)

<sup>16</sup> [https://en.wikipedia.org/wiki/Environmental\\_migrant](https://en.wikipedia.org/wiki/Environmental_migrant)

<sup>17</sup> <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448226/>

being of future generations more so than our own. Therefore, the union will form a climate change and environment committee who will be responsible for lobbying the employer and work with other key players to implement solutions to help us reduce our carbon and environmental footprints.

Submitted By: David Hollingworth

Seconded By: Christopher Iregui

Carried

Defeated